BookletChart™

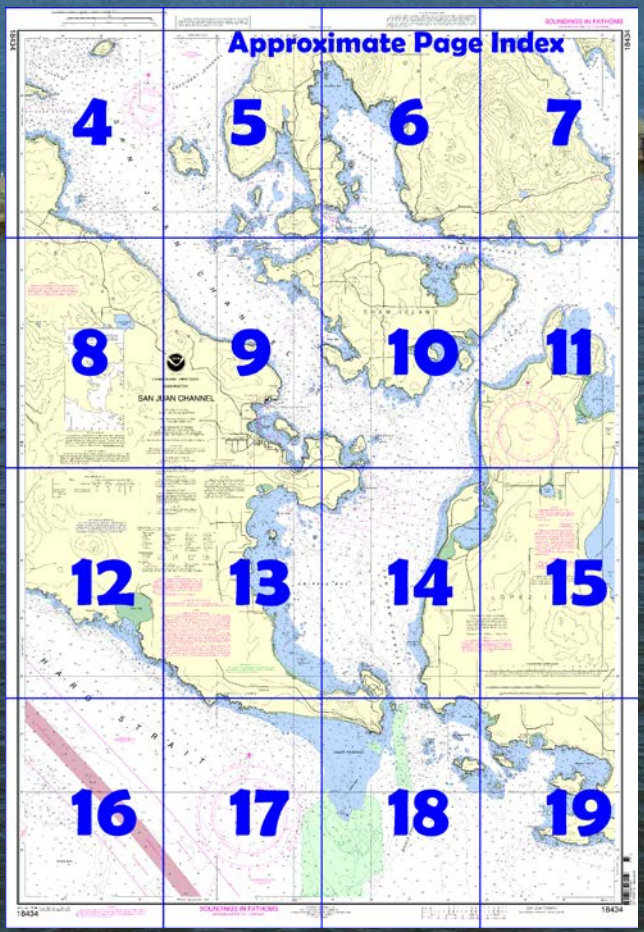
San Juan Channel

NOAA Chart 18434

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

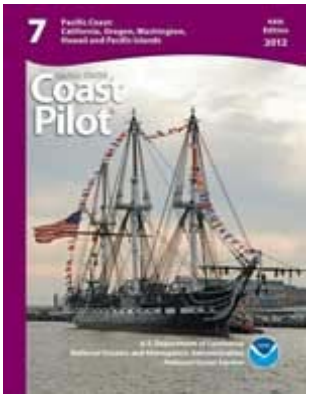
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18434



(Selected Excerpts from Coast Pilot)
The waters of the **San Juan Islands** embrace the passages and bays N of the E end of the Strait of Juan de Fuca. These passages are used extensively by pleasure craft, especially in summer Some tugs and barges use the larger passes. Automobile ferries, operated by the State of Washington, are on regular round-trip runs from Anacortes through Thatcher Pass, Harney Channel, Wasp Passage, San Juan Channel, Spieden Channel, and across Haro Strait to Sidney, B.C. The island ferry landings are at Upright Head, Lopez Island; on the E side of the entrance to Blind Bay, Shaw Island; Orcas, Orcas Island; and Friday Harbor, San Juan Island. Oceangoing vessels normally use Haro and Rosario Straits and do not run the channels and passes in the San Juan Islands. Many resorts and communities have supplies and moorage available for the numerous pleasure craft cruising in these waters. Well-sheltered anchorages are numerous.

Haro Strait and **Boundary Pass** form the westernmost of the three main channels leading from the Strait of Juan de Fuca to the SE end of the Strait of Georgia; it is the one most generally used. Vessels bound from the W to ports in Alaska or British Columbia should use the Haro Strait/ Boundary Pass channel, as it is the widest channel and is well marked. Vessels bound N from Puget Sound may use Rosario Strait or Haro Strait; the use of San Juan Channel by deep-draft vessels is not recommended.

A **Vessel Traffic Service** has been established in the Strait of Juan de Fuca, E of Port Angeles, and in the adjacent waters. (See **161.1 through 161.55**, chapter 2, for regulations, and the beginning of this chapter for additional information.)

The International Boundary between the United States and Canada passes through Haro Strait and Boundary Pass.

In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a **Special Operating Area** at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'18"N., 123°14'12"W.). This special area will help reduce the risk of incidents between both commercial and recreational vessels transiting the boundary waters of Haro Strait and Boundary Pass. For the boundaries and rules regarding the **Special Operating Area**, see **Cooperative Vessel Traffic Service (CVTS)** earlier in this chapter.

Rocky **Middle Bank**, with a least depth of 10 fathoms, is in the S approach to Haro Strait. The bank is about 3.5 miles long, and the least depth is in its NE part and 5.7 miles SW of Cattle Point Light on the southernmost tip of San Juan Island. Heavy tide rips, dangerous to small craft, form in the vicinity of this bank in bad weather.

Beaumont shoal, covered 9 fathoms, lies 3 miles NW of the NW corner of Middle Bank and is marked by a lighted buoy. A second small bank with a least depth of 7 fathoms lies 1 mile to the north. In bad weather, heavy tide rips form over these banks.

San Juan Island, the largest of the group, is about 13 miles long, rugged, and partly wooded. **Mount Dallas**, the highest of several hills on the island, rises abruptly from the middle of the W side to a height of 1,080 feet. In most places the shores are free of outlying dangers. The N end of the island is indented by several small bays that, with the exception of Roche Harbor, are shoal and of no commercial importance.

From **Eagle Point**, the W shore of San Juan Island trends NW and forms the E side of Haro Strait. This shore is steep-to and rocky, and beyond 400 yards offshore it is free of danger; however, the depths off this shore are too great for anchoring.

Kanaka Bay, a small cove used by fishing boats, is 2.5 miles NW of Eagle Point.

Lime Kiln Light (48°30'57"N., 123°09'08"W.), 55 feet above the water, is shown from a 25 foot white octagonal tower attached to a building on the W side of San Juan Island. Two dwellings are about 150 yards SE of the light. Rocks awash lie close inshore about 1 mile SE of the light.

Smallpox Bay and **Andrews Bay**, 1.5 miles NW of Lime Kiln Light, offer protection for small craft from N and E weather.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Puget Sound, WA	WWG-24	162.425 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in Puget Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of this chart falls within the Vessel Traffic Service (VTS) system.

NOTE C

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.

WIRE DRAGGED AREAS

The areas within the dashed green lines have been swept clear to at least the depths indicated in fathoms and feet by the green numbers.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

Mercator Projection
Scale 1:25,000 at Lat 48°33'N

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

NATIONAL WILDLIFE REFUGE

The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard and Canadian Authorities.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1390 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System of 1984 (WGS 84). Geographic positions referred to North American Datum of 1929 must be corrected an average of 0.641" southward and 4.642" westward to agree with this chart.

NOTE B
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan de Fuca and Strait of Georgia waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and/or Chapter 2 of the U.S. Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	Iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

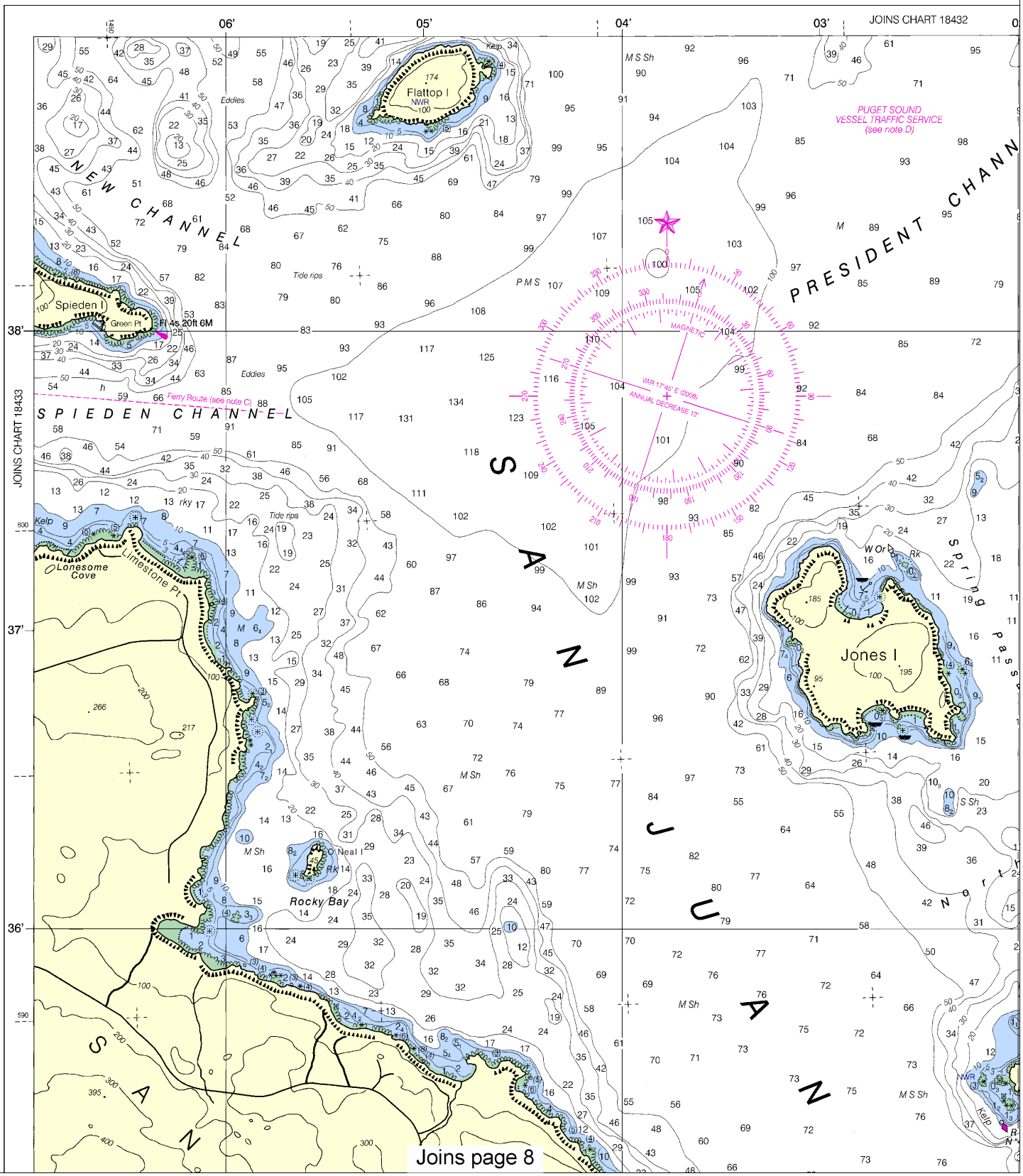
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Rosario, Orcas I	(48°39'N/122°52'W)	8.1	7.4	2.5
Friday Harbor, San Juan I	(48°33'N/123°01'W)	7.8	7.1	2.3

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2008)

Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000
Meters
1000 0 1000 2000

This nautical chart has been designed to p
Ocean Service encourages users to submit cor
improving this chart to the Chief, Marine Cha
Service, NOAA, Silver Spring, Maryland 2091



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000

promote safe navigation. The National
orrections, additions, or comments for
art Division (N/CS2), National Ocean
10-3282.

1st Ed., Mar. 1988 KAPP 1941

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NOAA and its partner, OceanGrafix, offer t
and critical corrections. Charts are printed v
Editions are available 5-8 weeks before their
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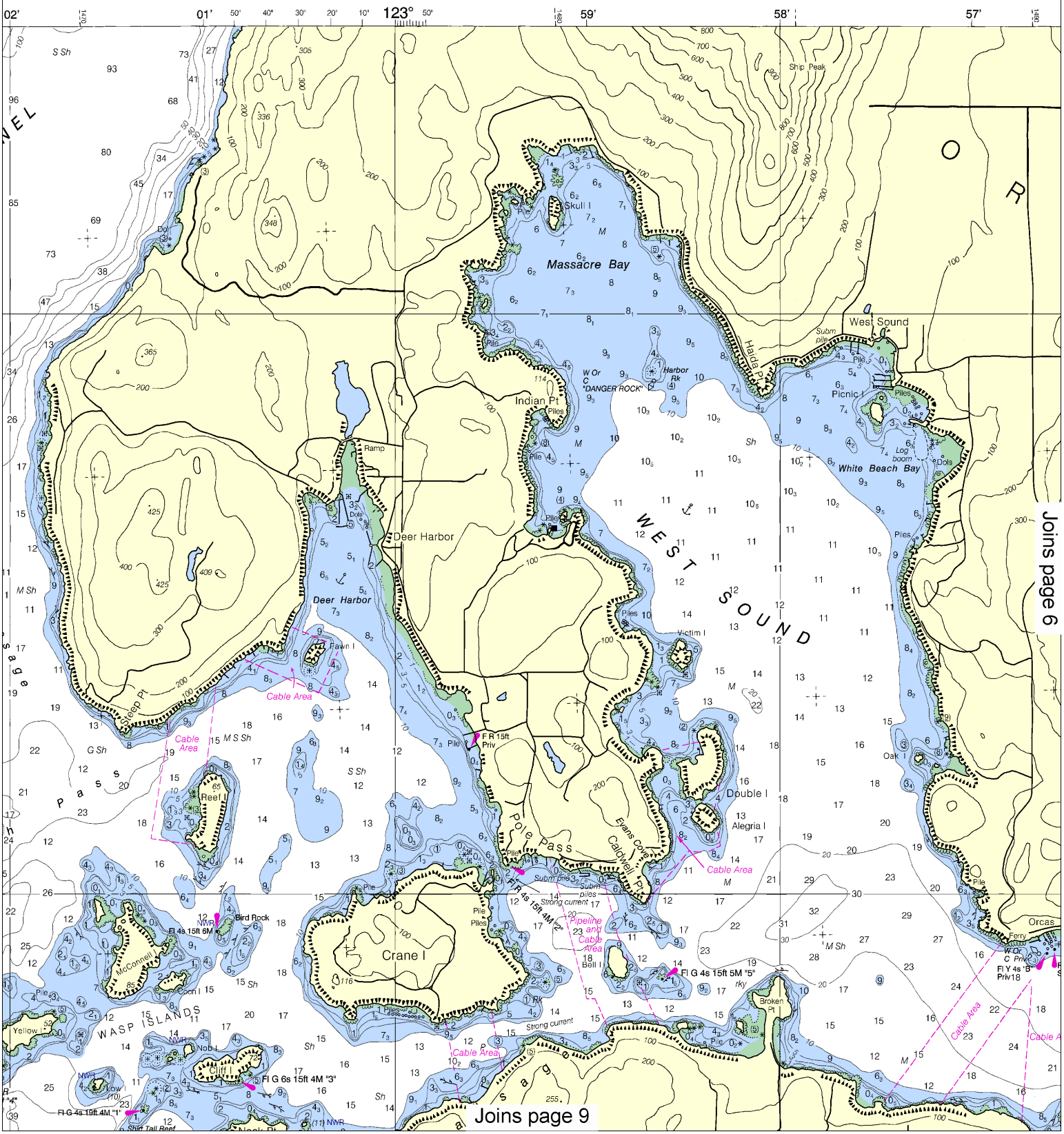
help@NauticalCharts.gov, or OceanGra
help@OceanGrafix.com.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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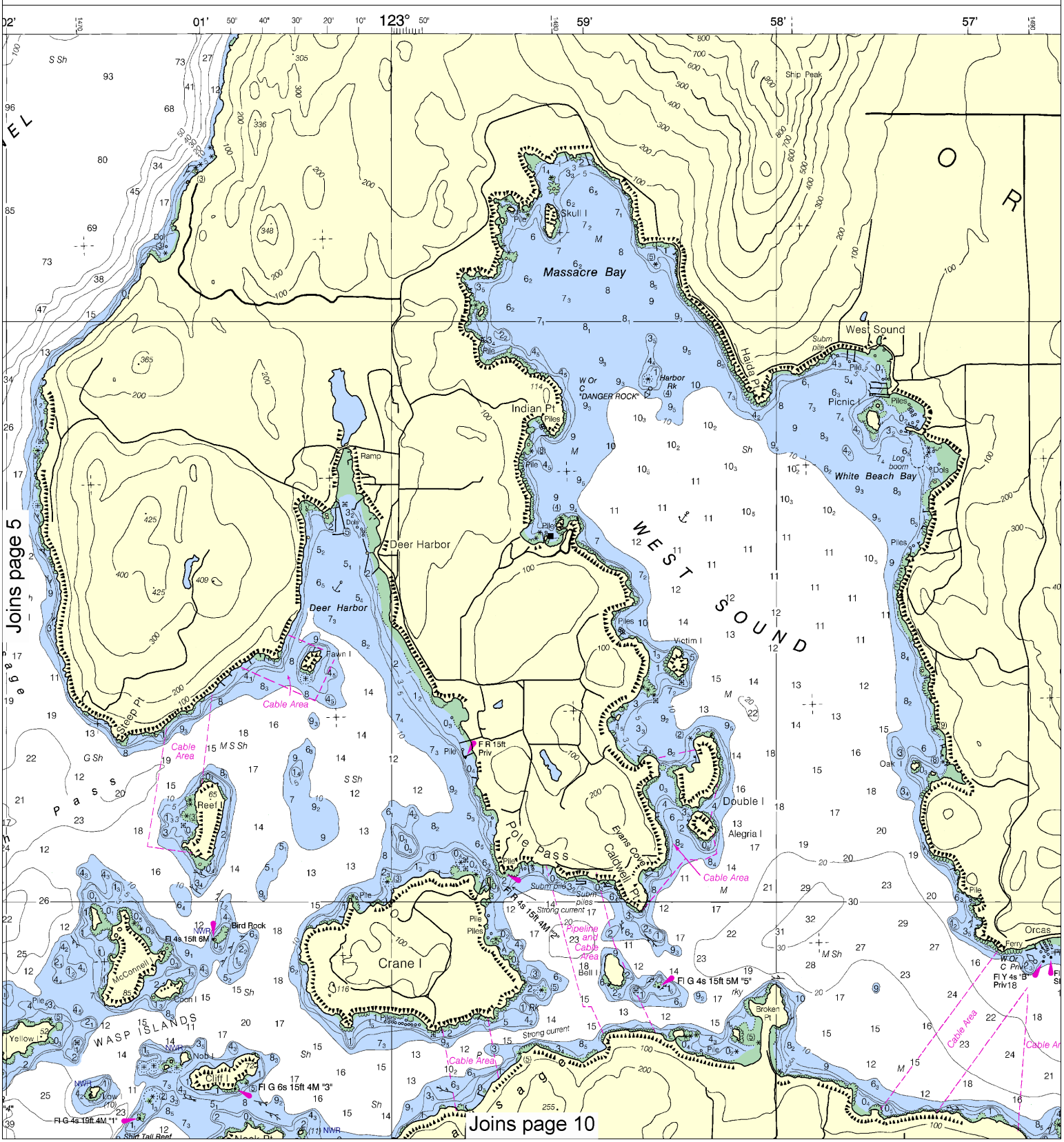

6

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Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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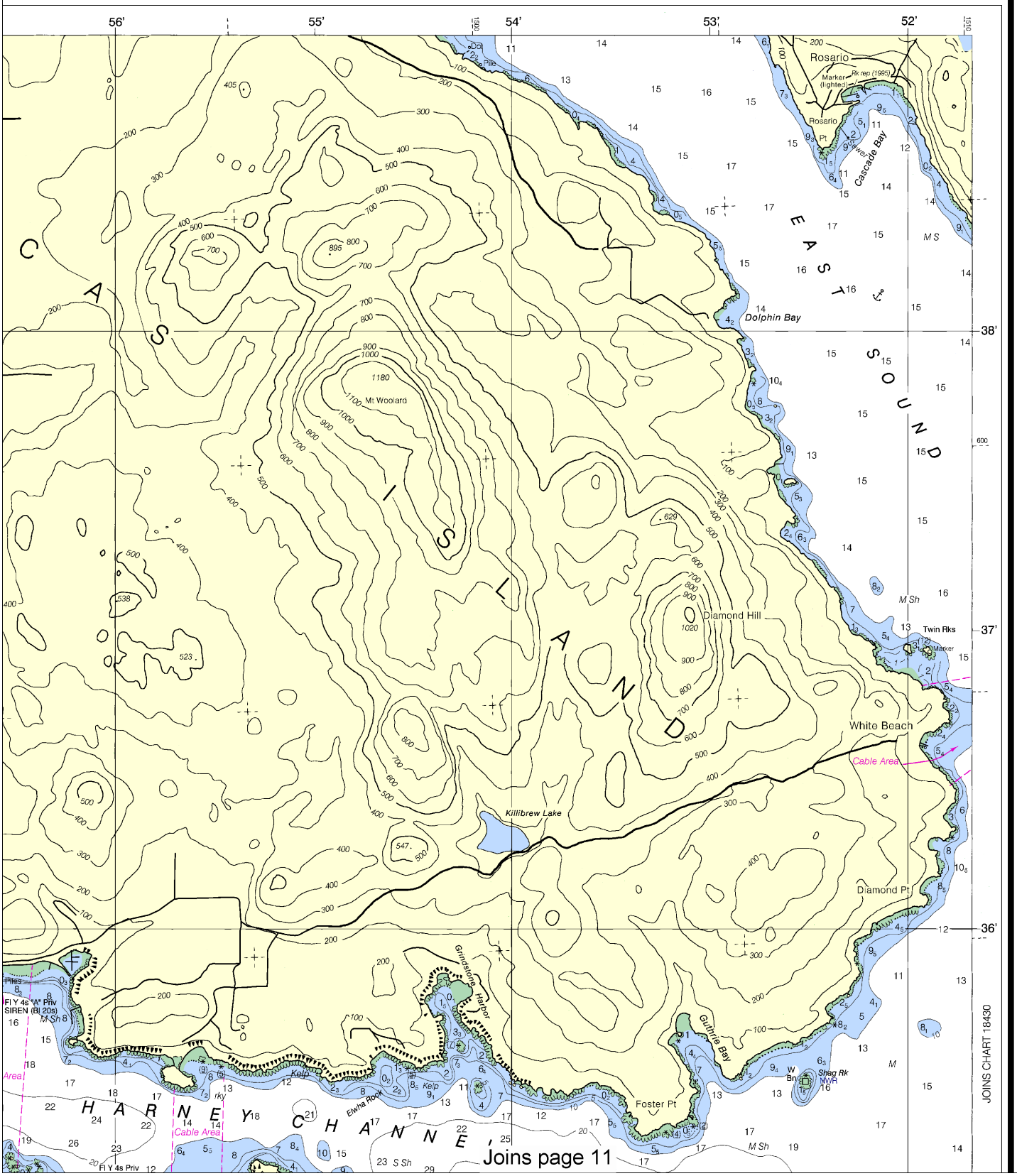

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

Joins page 4

NOTE C

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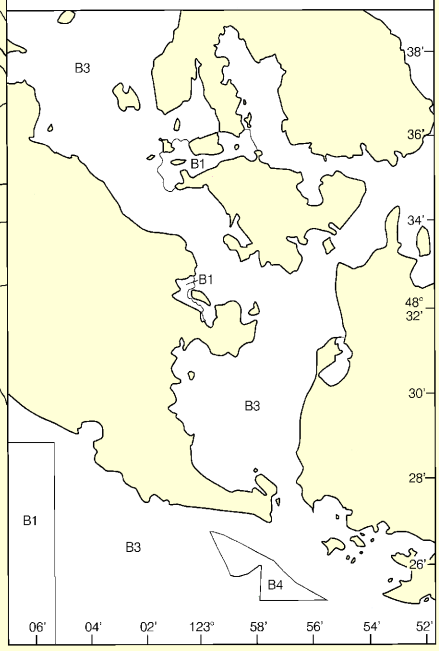
Three Corner Lake

Egg Lake

Sportsmans Lake

SOURCE

B1 1990-2000	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



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TIDAL INFORMATION

PLACE

Joins page 12

dings (MLLW)

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

SAN JUAN CHANNEL

Mercator Projection
Scale 1:25,000 at Lat 48°33'N

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
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Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard and Canadian Authorities.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar

PLANE

(ba

The Washing chart at 5,000 fo are omitted.

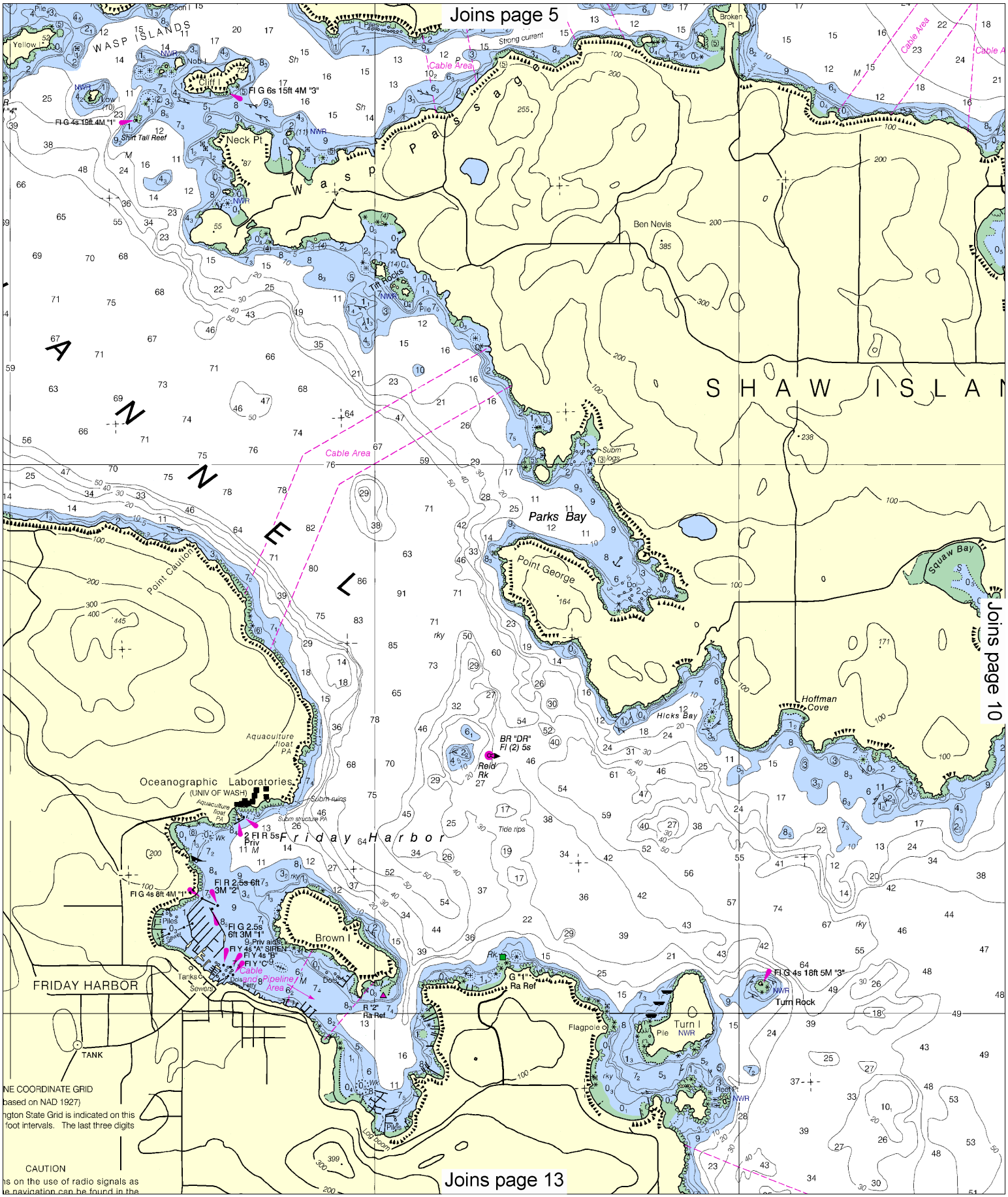
Limitations aids to marine

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 5
WASP ISLANDS
Yellow I
Nob I
Cliff I
Fl G 6s 15ft 4M "3"
Fl G 4s 19ft 4M "1"
Shirt Tail Reef
Neck Pt
Wasp Passage
Strong current
Broken Pt
Cable Area
Ben Nevis
385
Tiff Rock
NWR
Pile
Subm logs
SHAW ISLAND
ANACORTES
Cable Area
Parks Bay
Point George
Squaw Bay
Point Caution
rky
Hoffman Cove
Hicks Bay
BR "DR" Fl (2) 5s
Reid Rk
Aquaculture float PA
Oceanographic Laboratories
(UNIV OF WASH)
Subm ruins
Subm structure PA
2 Fl R 5s
Priv
Fl G 4s 8ft 4M "1"
Fl R 2.5s 6ft 3M "2"
Fl G 2.5s 6ft 3M "1"
Priv aids
Fl Y 4s "A" SIFTEV
Fl Y 4s "B"
Fl Y "C"
Friday Harbor
Tide rips
Brown I
Cable
Pipeline
Area
Dolphins
Tanks
Sewers
FRIDAY HARBOR
TANK
R "2"
Ra Ref
G "1"
Ra Ref
Flagpole
Turn I
NWR
Fl G 4s 18ft 5M "3"
Turn Rock
Reef Pt
Log boom
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Joins page 10
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CAUTION
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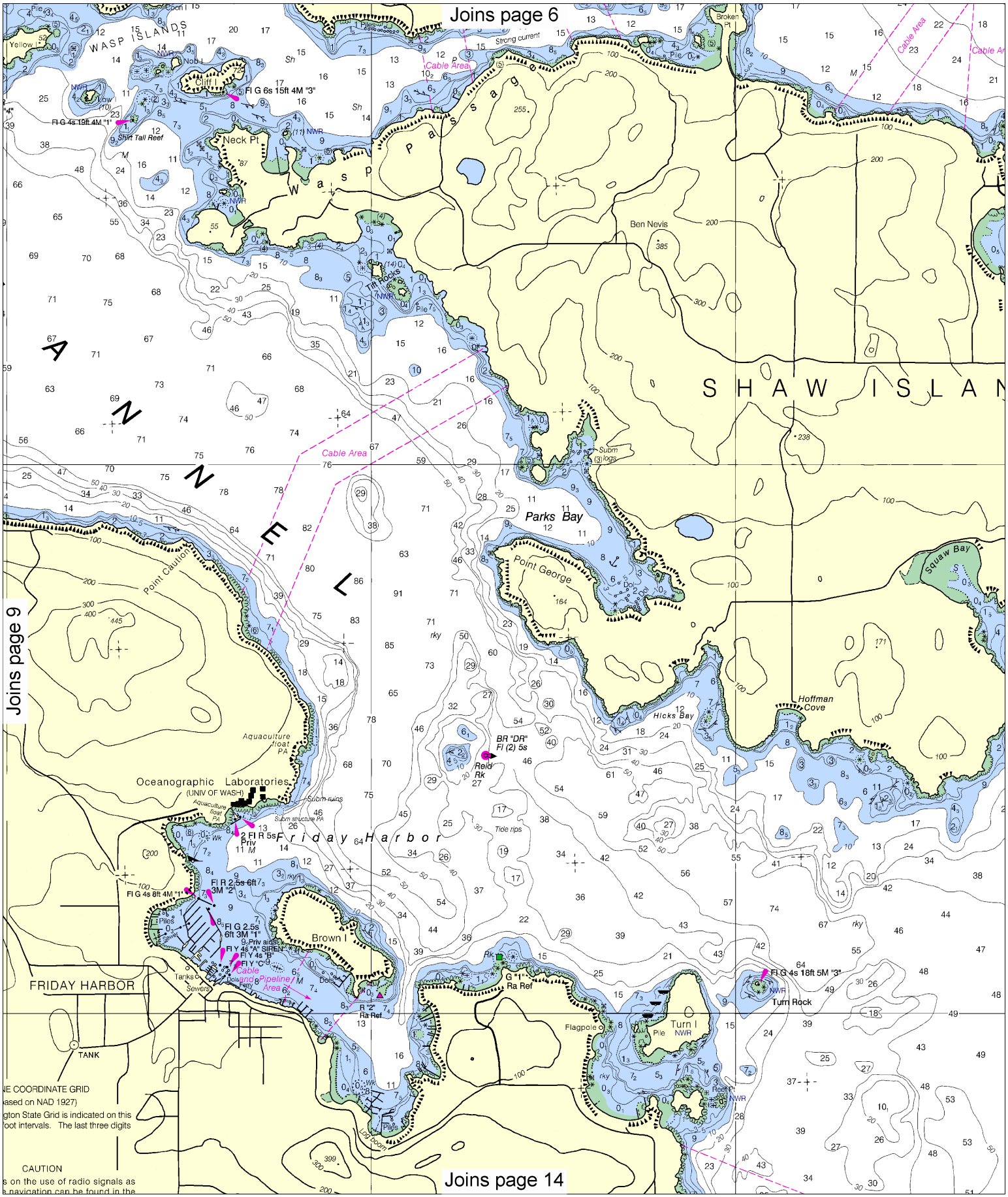

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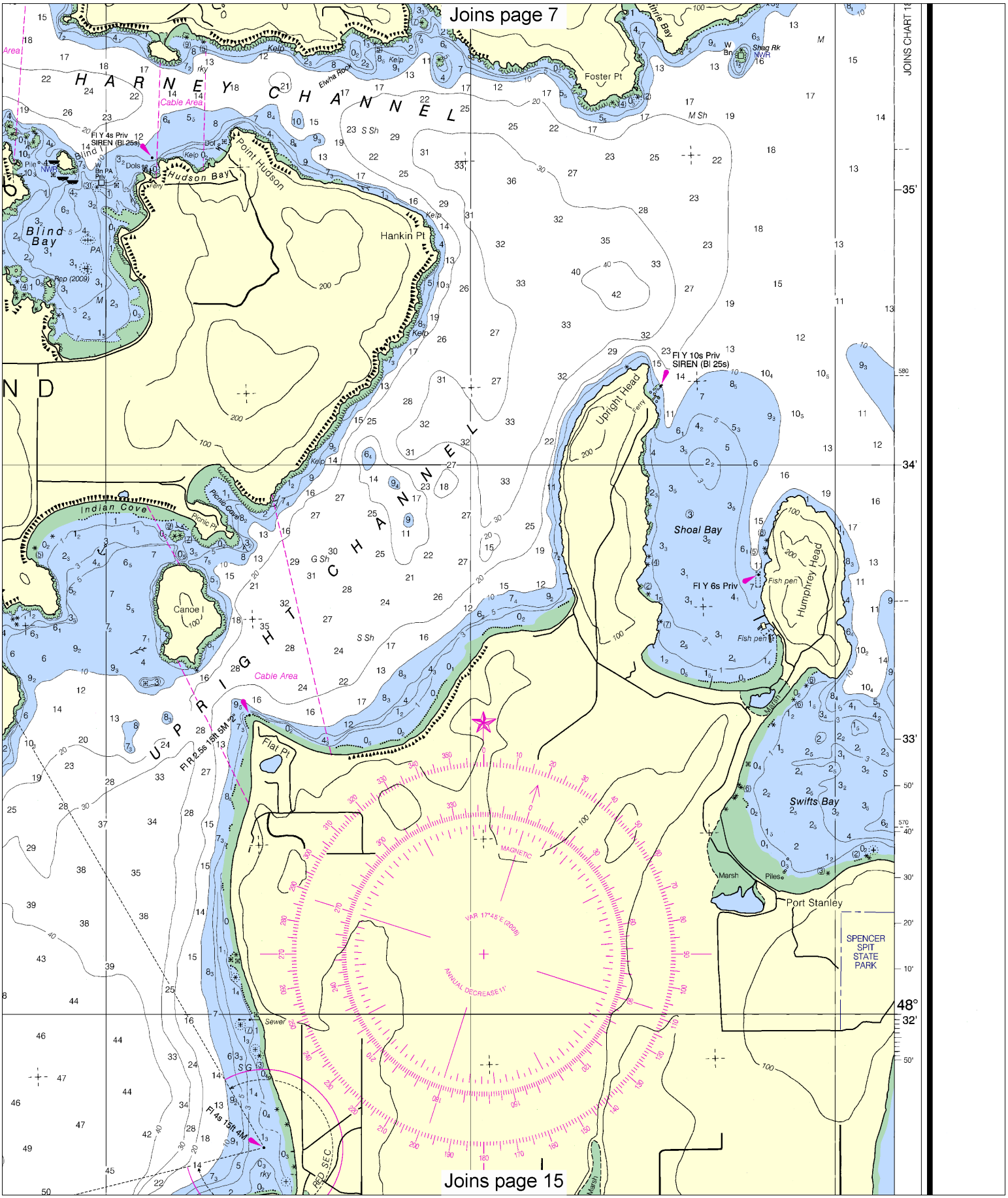
Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000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HARNEY CHANNEL
Cable Area
Fl Y 4s Priv
SIREN (Bl 25s)
Point Hudson
Hudson Bay
Blind Bay
Hankin Pt
Foster Pt
Elwha Rock
Kelp
Fl Y 10s Priv
SIREN (Bl 25s)
Upright Head
Ferry
Shoal Bay
Fl Y 6s Priv
Humphrey Head
Fish pen
Indian Cove
Picnic Cove
Picnic Pt
Canoe I
HIGH CHANNEL
Cable Area
UPRIGHT
Fl R 2.5s 15ft 5M
Flat Pt
Swifts Bay
Marsh
Piles
Port Stanley
SPENCER SPIT STATE PARK
MAGNETIC
VAR 17°45'E (2004)
ANNUAL DECREASE 11'
Sewer
Fl 4s 15ft 4M
RED SEC
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JOINS CHART 18
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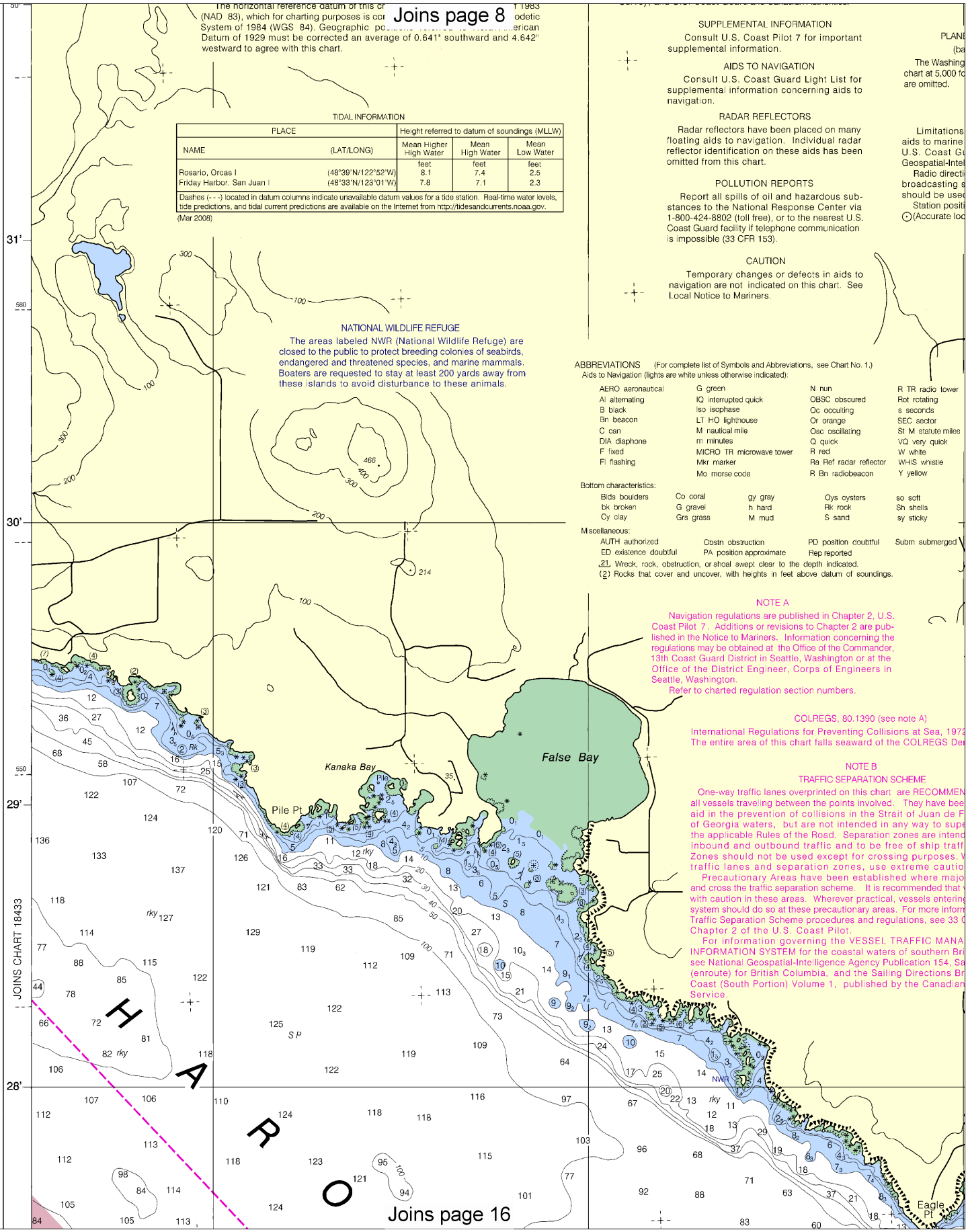
33'
50'
40'
30'
20'
10'
48°
32'
50'



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1 ½ 0 1

Yards
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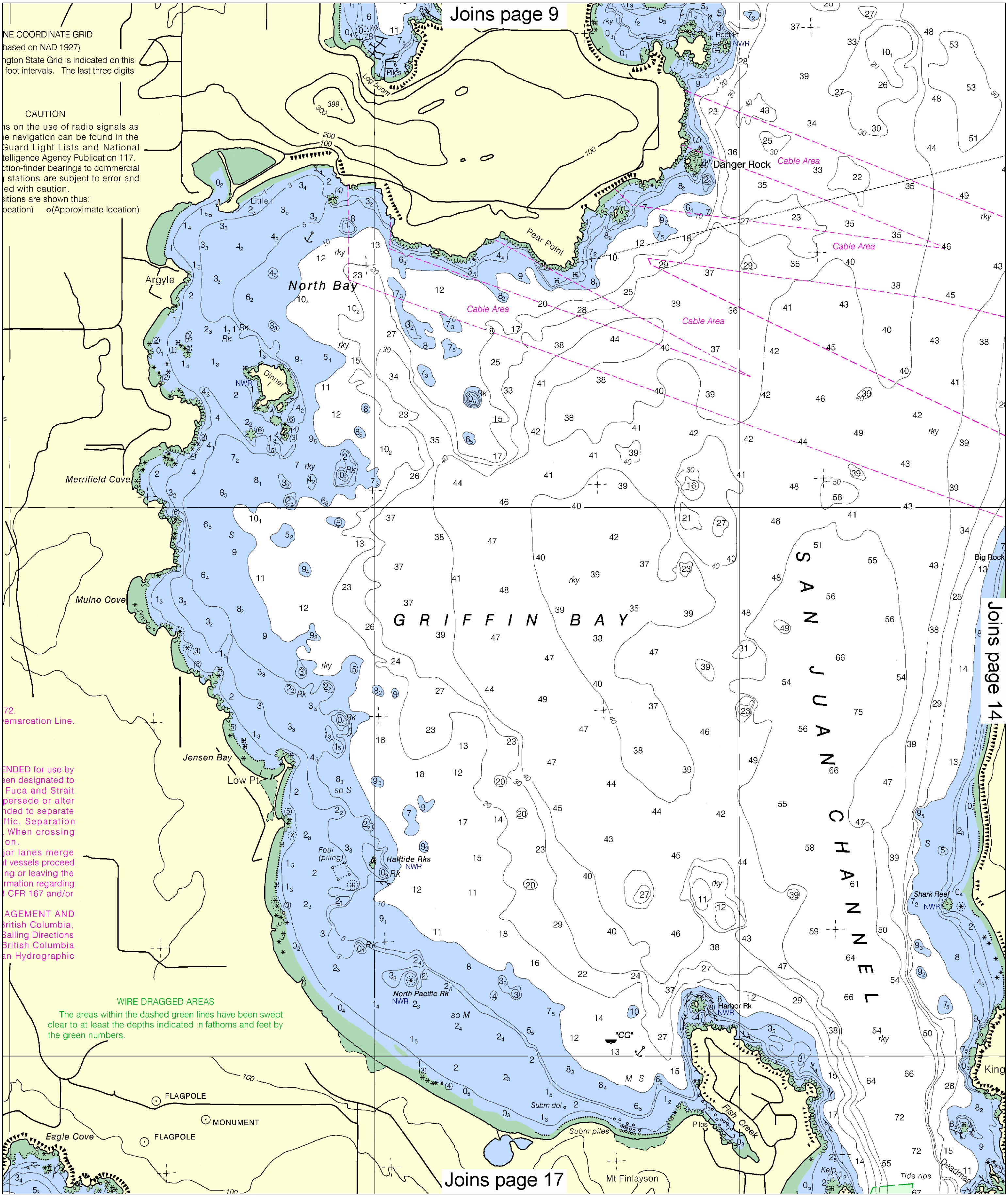
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Log boom
Piles
Reef Pt
NWR
Danger Rock
Cable Area
Pear Point
Little
Argyle
North Bay
Dinner I
NWR
Merrifield Cove
Mulno Cove
GRIFFIN BAY
SAN JUAN CHANNEL
Big Rock
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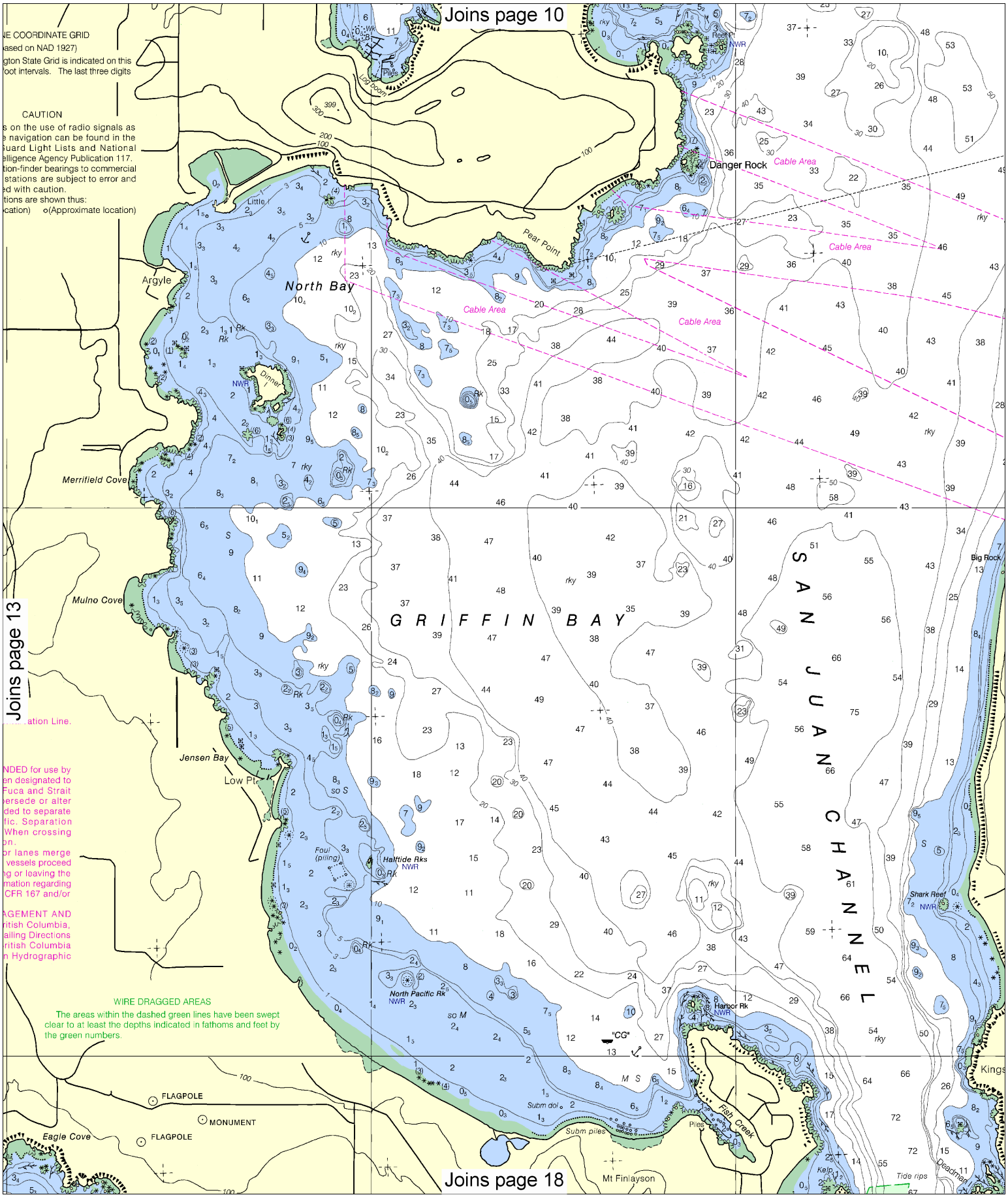
3 CFR 167 and/or
AGEMENT AND
British Columbia,
Sailing Directions
British Columbia
an Hydrographic
Jensen Bay
Low Pt
Foul (piling)
Halftide Rks
NWR
Shark Reef
NWR
WIRE DRAGGED AREAS
The areas within the dashed green lines have been swept clear to at least the depths indicated in fathoms and feet by the green numbers.
North Pacific Rk
NWR
Harbor Rk
NWR
"CG"
Subm dol
Subm piles
Piles
Fish Creek
FLAGPOLE
MONUMENT
FLAGPOLE
Eagle Cove
Mt Finlayson
Kelp
Tide rips
Deadman
King
Joins page 17



14

Note: Chart grid lines are aligned with true north.

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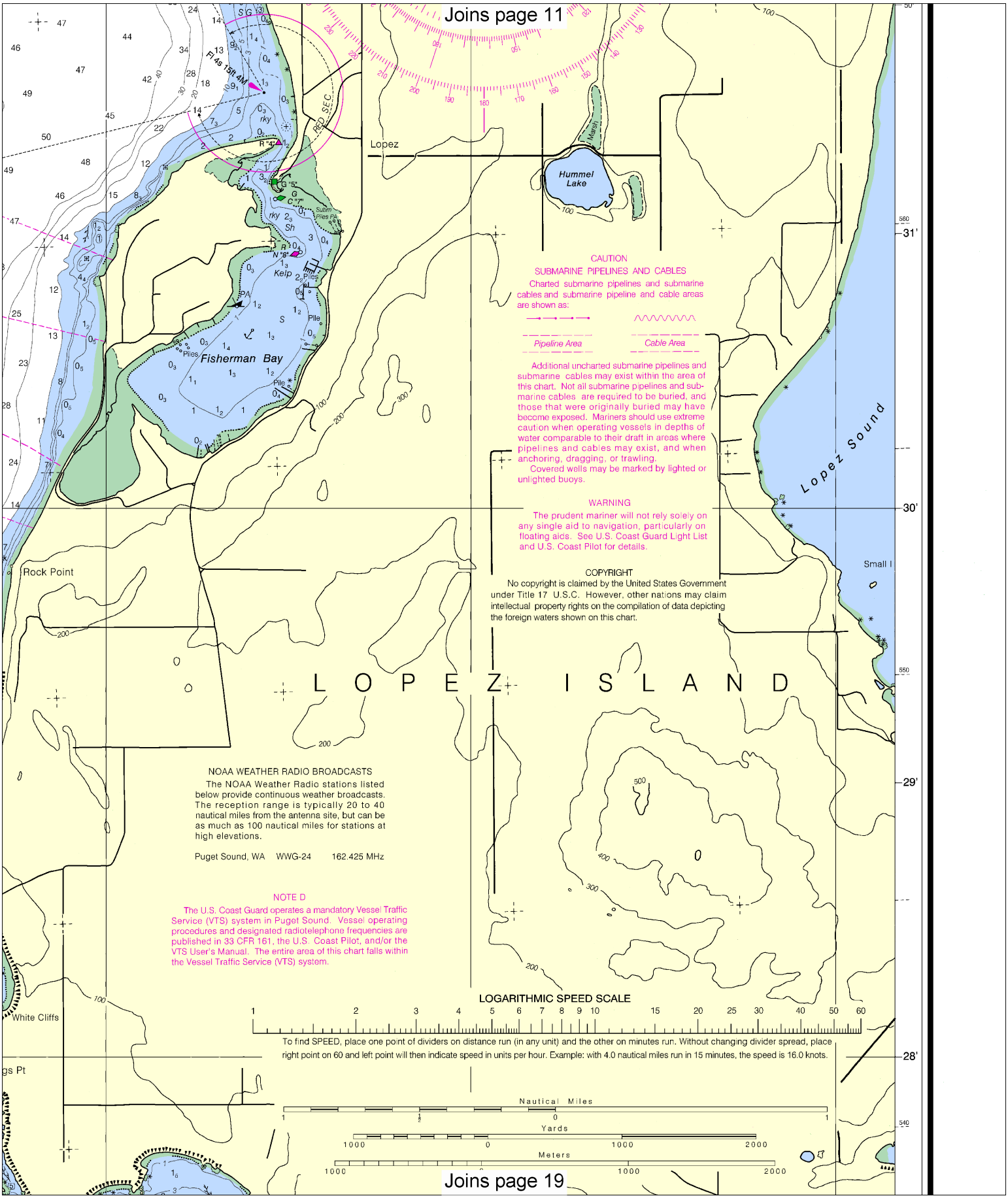
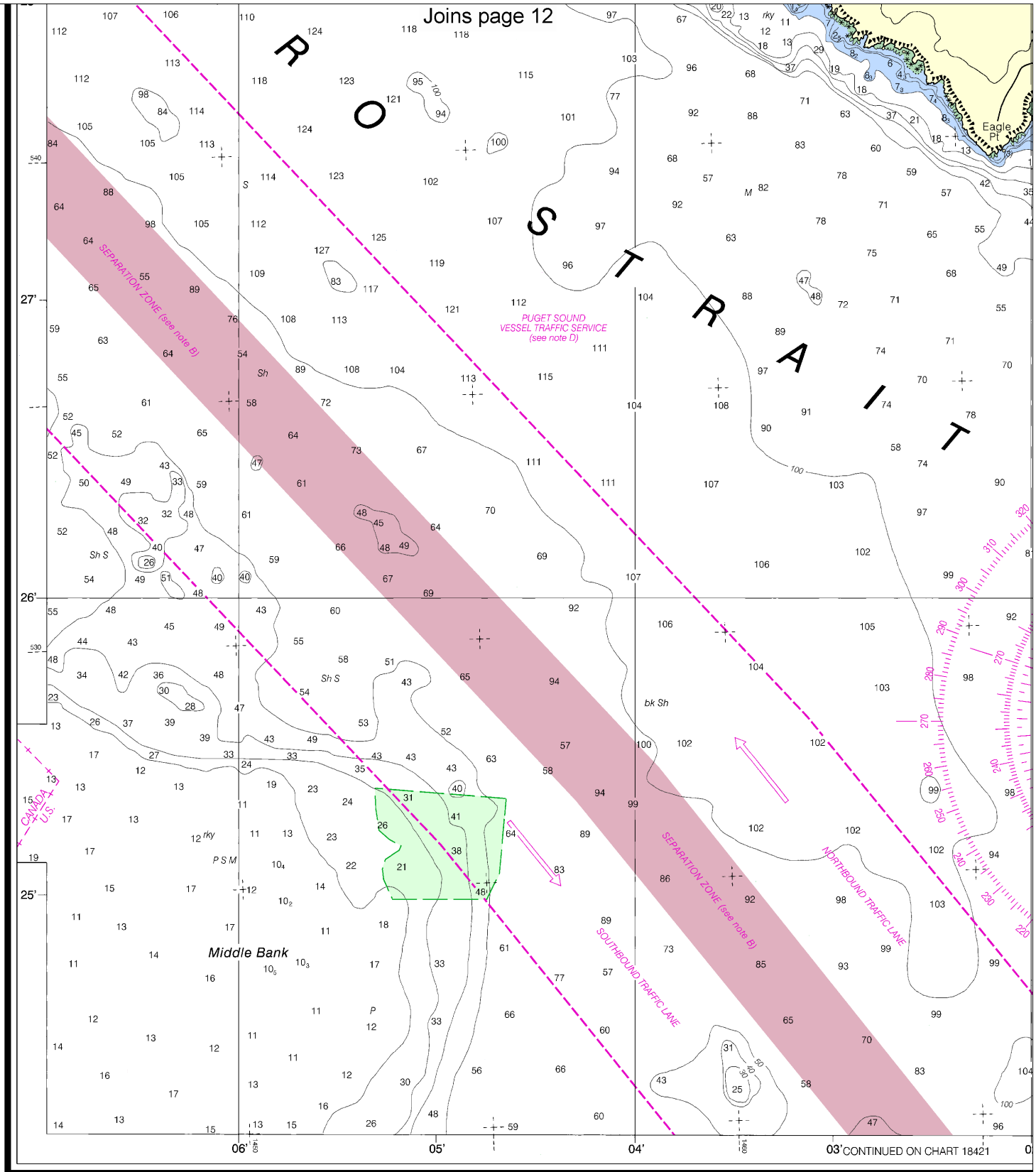
Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 11
Lopez
Hummel Lake
Marsh
Fisherman Bay
Kelp
Rock Point
White Cliffs
Lopez Sound
Small I
L O P E Z I S L A N D
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
COPYRIGHT
No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Puget Sound, WA WWG-24 162.425 MHz
NOTE D
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in Puget Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of this chart falls within the Vessel Traffic Service (VTS) system.
LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.
Nautical Miles
Yards
Meters
Joins page 19



7th Ed., Apr. / 08 ■ Corrected through NM Apr. 12/08
Corrected through LNM Apr. 1/08

18434

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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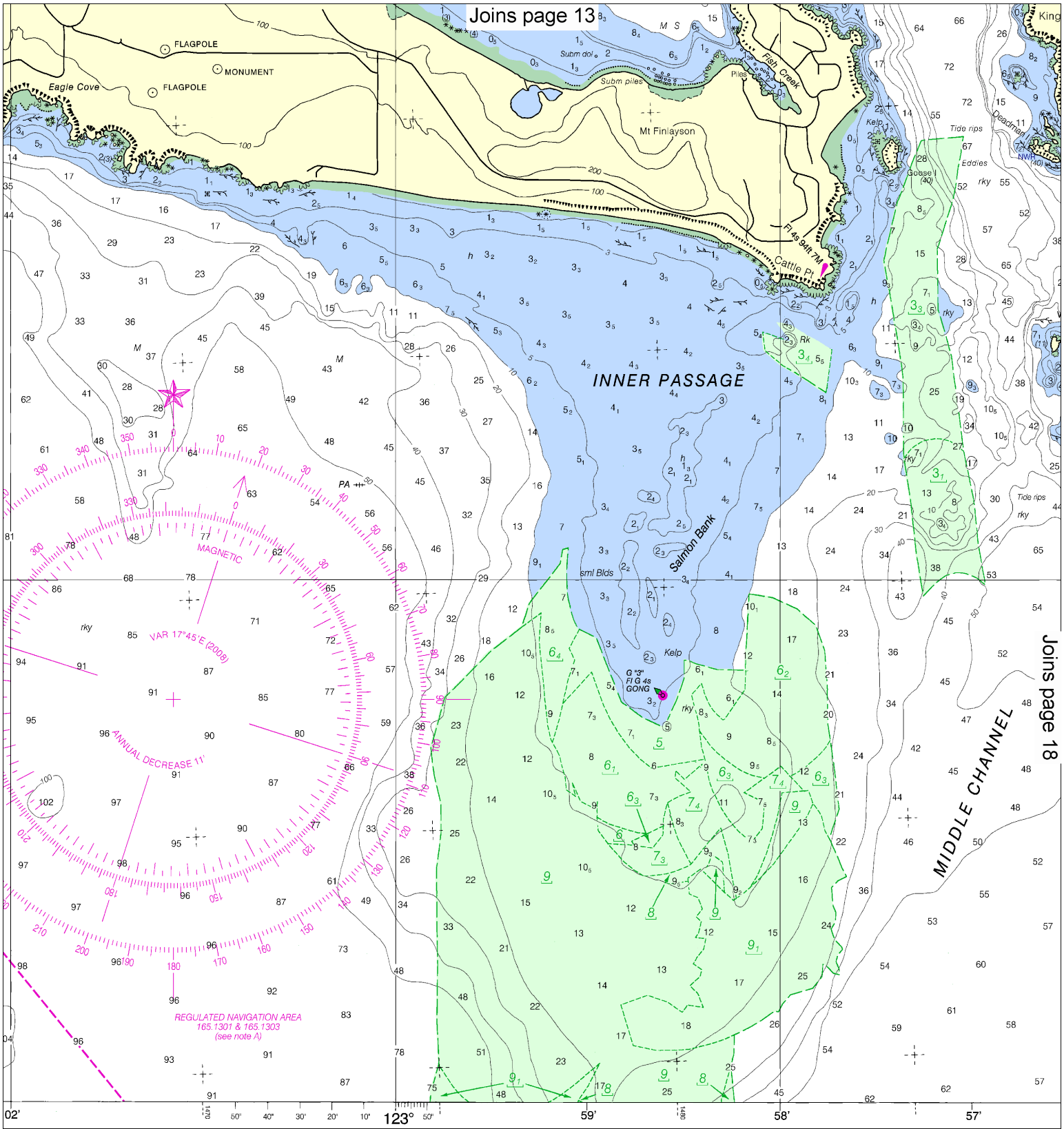
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000



NDINGS IN FATHOMS

ATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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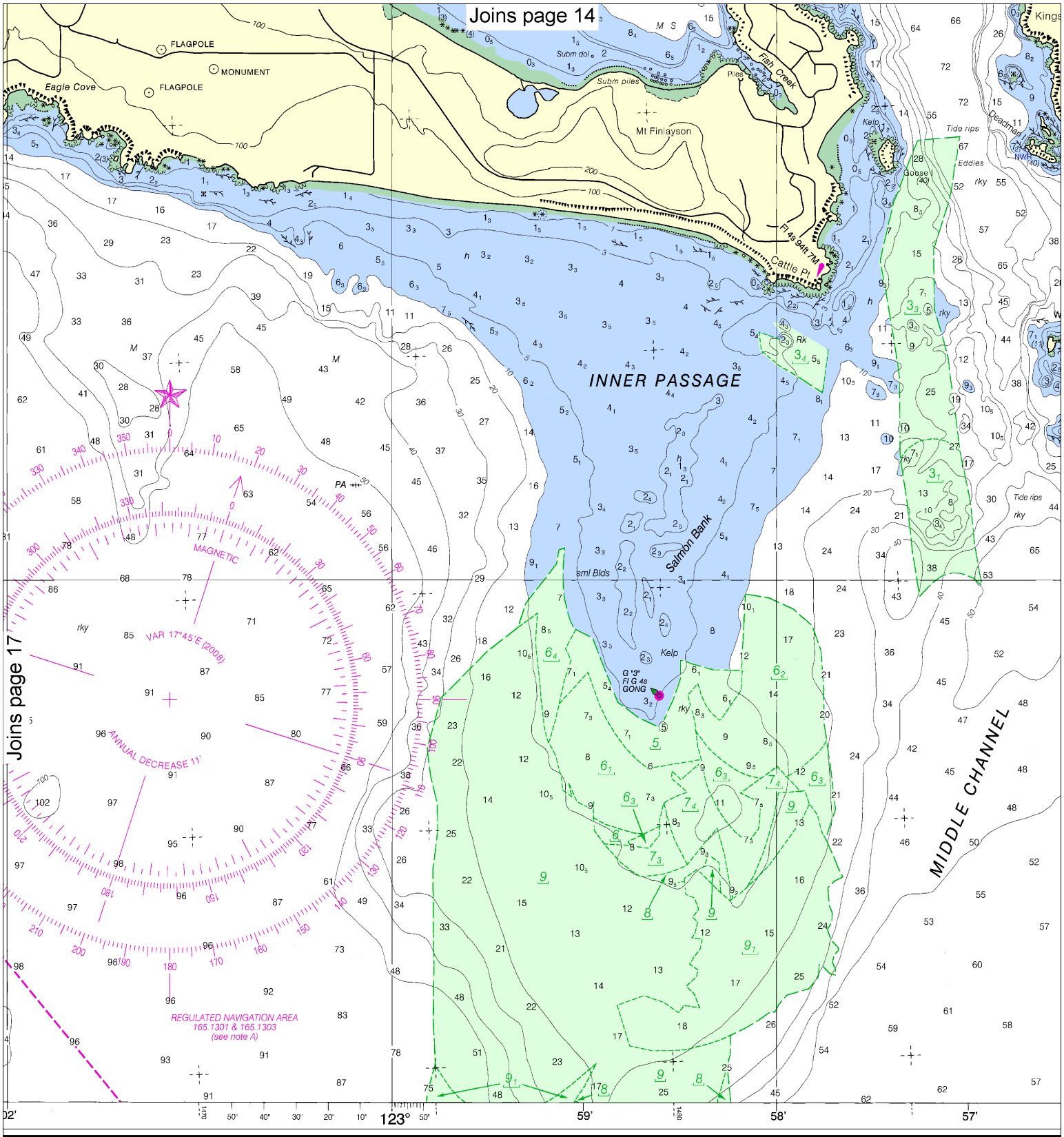

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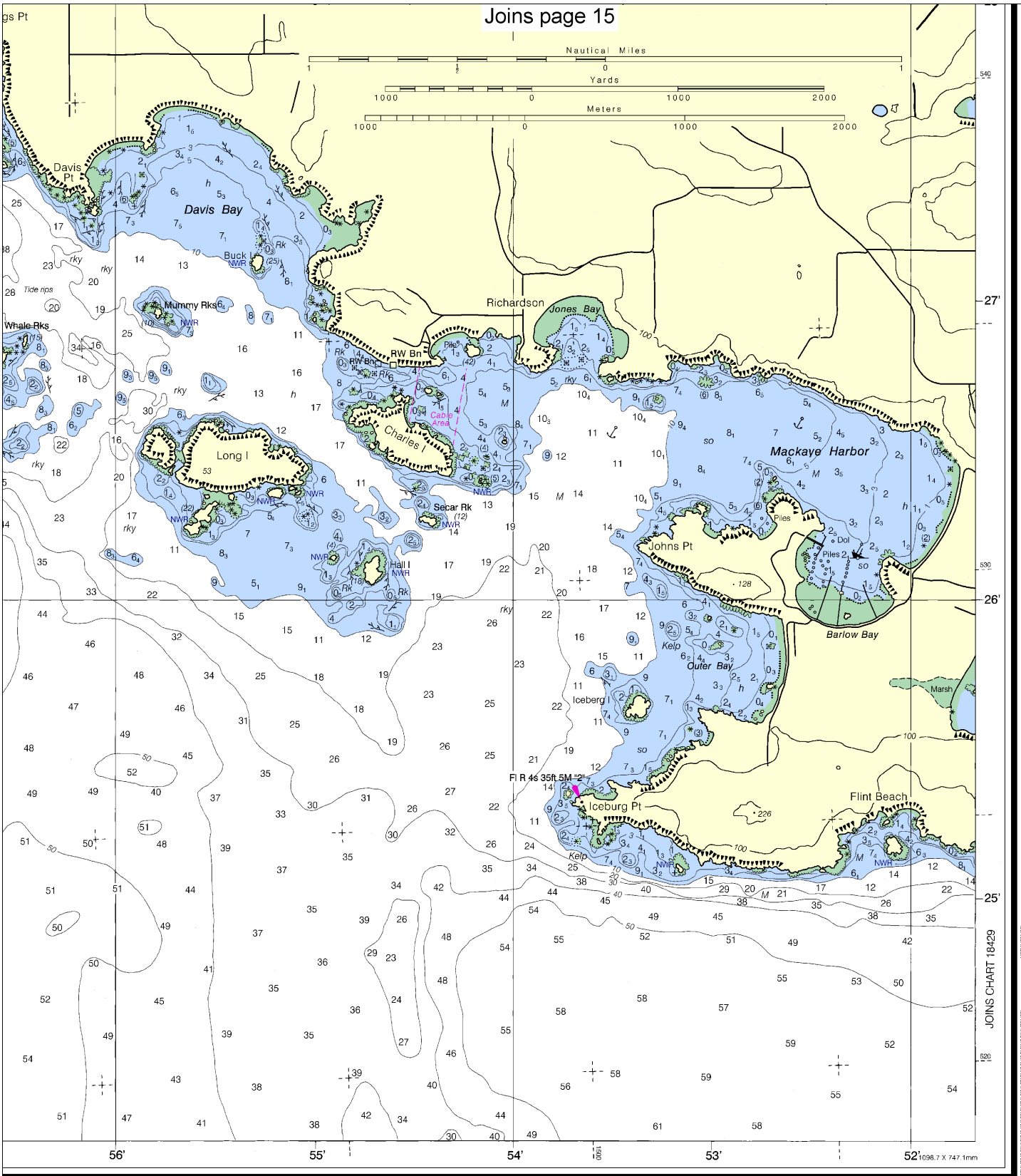
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000



San Juan Channel

SOUNDINGS IN FATHOMS - SCALE 1:25,000

18434

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
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Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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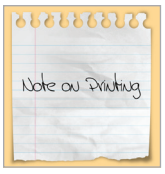

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker